

25X1A

EVALUATION see below PLACE OBTAINED [REDACTED] 25X1A

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DATE OBTAINED \_\_\_\_\_ PREPARED 16 January 1953

## REFERENCES

PAGES 5 ENCLOSURES (NO. & TYPE) 2 - sketches on ditto

REMARKS.

**SOURCE**

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1. The following observations were made at Finow airfield between 7 November and 6 December 1952:

7 to 14 November. There was no air activity at the field. Usually there was rain and a low cloud base. Between 7 and 9 November, no military activity was performed at the field because of the holidays in commemoration of the October Revolution. At 4 p.m. on 10 November, [REDACTED] that 4 MiG-15s of the alert flight were parked in the northeastern corner of the field. Additional MiG-15 and type-29 planes included 25 which were counted on the northern edge of the field and about 10 which were estimated there.

17 to 22 November. There was no air activity except for individual take-offs by MiG-15s on 21 November. At 3:15 p.m. on 20 November, the weather was very hazy and only four MiG-15s of the alert flight were observed at the field.

25 November to 5 December. No air activity was observed. At 3 p.m. on 27 November, about 29 MiG-15 and type-29 planes, including one with the red No 2453, were observed at the field.

6 December. Four MiG-15 and type-29 planes took off from the field. 1

2. In mid-November, 12 shrapnelproof aircraft revetments each were counted at the southern and northern edges of the field. Work was in progress on the revetments. On 10 November, about 30 gondola cars loaded with crushed stones were observed at the spur track just east of the road to Biesenthal. One officer and about 35 men wearing red-bordered black epaulets unloaded the cars. Between 17 and 22 November, crushed stones were being unloaded by about 60 EM who wore red-bordered black epaulets and who were supervised by 4 officers. [REDACTED]

stones were to be used for the foundation of the shrapnelproof aircraft  
revetments. 2

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3. [REDACTED] the air force motor pool along Karl Marx Strasse was occupied by an air force motor transport unit from Finow airfield. The unit had an estimated strength of 150 men who wore black-bordered blue epaulets. There was intensive traffic between the motor pool and the field on the approach road south of the cemetery. 3

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4. On 9 and 10 November, six 37-mm AA guns were observed in the AA gun emplacement in the southeastern corner of the field. Soldiers wearing red-bordered black epaulets were observed there. On 20 November, truck [REDACTED] occupied by 2 officers and 3 EM left the AA gun emplacement. The driver of the vehicle wore red-bordered black epaulets. On 6 December, the six 37-mm AA guns were again observed in the emplacement in the southeast corner of the field.
5. At 3 p.m. on 9 November, excavating was in progress in the bomb dump in the northeastern corner of the field.
6. Between 27 November and 6 December, a radar set with four groups of dipoles was observed in the Poststrasse in Finow. 5
7. The following observations were made at the field between 10 November and 1 December 1952:

10 and 11 November. No air activity was observed at the field either during the day or at night.

12 November. Source observed from Finow-Biesenthal highway that 4 MiG-15s of the alert flight, 32 MiG-15 and type-29 planes, and some single-engine aircraft were parked at the field. An additional 10 MiG-15s were estimated there. Between 10 a.m. and 1 p.m., there was air activity by swept-back jet fighters which took off individually at intervals of about 20 minutes.

13 and 20 November. No day or night flying activity was observed.

15 November. At 1 p.m., 4 MiG-15s of the alert flight, 35 MiG-15 and type-29 planes and 8 single-engine aircraft were counted at the field. An additional 6 MiG-15 and type-29 planes were estimated there. There was 6/10 overcast. The visibility was limited to about 2,000 meters.

21 November. At 3:20 p.m., 4 MiG-15s, 3 type-29 planes and 24 MiG-15s and type-29 planes were counted and an additional 15 MiG-15s and type-29 planes and 6 single-engine aircraft were estimated at the field. Most of the planes were parked in the northern section of the field. Between 11 a.m. and 3:30 p.m., aircraft practiced taxiing to the runway and back to their hardstands.

28 November and 1 December. No essential change was observed in the occupation of the field when compared with previous observations.

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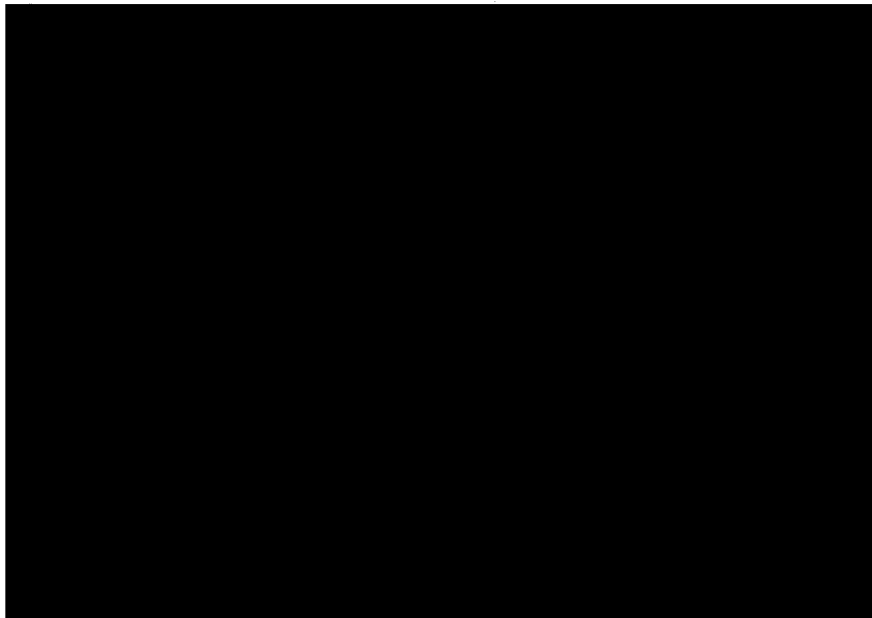
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8. On 21 November, six 37-mm AA guns which were covered with tarpaulins were observed in the AA gun emplacement in the southeastern corner of the field. In late November, five AA guns of the same caliber were observed there. <sup>4</sup>
9. Another earth hut, about 4 x 10 meters, projecting about 1 meter above the ground, was being erected about 200 meters from the railroad crossing over the Finow-Biesenthal road, about 30 meters from the road. Sentries armed with carbines were posted at the hut. Construction on the shrapnelproof aircraft revetments was in progress up to late November. <sup>6</sup>
10. At about noon on 20 November, about 12 closed railroad cars arrived at the railroad station in Finow. Subsequently, the cars were shunted by a Diesel locomotive to the restricted area. It was observed that some cars were occupied by soldiers wearing black-bordered blue epaulets. <sup>6</sup>
11. Between 10 and 21 November, no changes were observed at the two radio installations with four masts one of which was located in Jagen (forest-subarea) 216/217 and the other one on the edge of Jagen 215, nor at the radio installation with one mast in Jagen 175. <sup>7</sup>

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13. Between 16 and 29 November, it was definitely observed that no air activity was performed at the field. On two days, the power plants of some aircraft were being run up, but no take-offs were observed. <sup>1</sup>
14. Between 16 and 19 November, excavating was under way in the woods in the southern section of the field. In the woods outside the field, soldiers wearing red-bordered black epaulets were shoveling earth into trucks which were assigned to the field. Five trucks were observed there. The full vehicles moved toward the northern edge of the woods in Jagen 222 and returned empty. The lanes in the woods in the northern section of Jagen 184, 185, 186, and 222 had many ruts made by trucks. Earth

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bunkers located side by side in southeast-northwest direction were observed west of the site where excavating was in progress. They had an estimated width of 8 meters and a height of 5 meters each and a small door in the wider side. The bunkers which seemed to be new were not yet covered with grass or earth. The area of the bunkers was restricted, and shots were fired from the field if somebody approached the site. 8

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1. Comment. According to available information, Finow airfield is occupied by two fighter regiments and a fighter division headquarters. Air activity at Finow airfield has considerably decreased particularly because of the unfavorable weather. The same observations were made at other airfields. Aircraft No 2453 is reported for the first time. 25X1A

2. Comment. For location of shrapnelproof aircraft revetments, see Annex 1. The crushed stones which arrived at the field are probably used for the foundation of the shrapnelproof aircraft revetments. The side walls of the revetments are probably being filled with earth which is being excavated in the woods south of the field. 25X1A

3. Comment. For layout sketch of motor pool, see Annex 2. It is believed that the motor pool is occupied by the motor transport companies of the two OATBs.

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4. Comment. These observations confirm the assumption that a light AA battery of six 37-mm AA guns is stationed at the field. 25X1A

5. Comment. The Poststrasse in Finow extends parallel to the railroad line which runs in the western section of Finow toward the north. A portion of the area between the railroad line and Poststrasse is off limits for all non-Russians. The radar set located there probably belongs to the fighter division headquarters.



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6.  Comment. A bomb dump is probably located in the restricted area in the fork of tracks northeast of the airfield. For location, see Annex 2 attached to  25X1A

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7.  Comment. The information that two PKV-45 DF stations were erected in the approach lane appears to be correct as the same observation was made at Jueterbog-Alter Lager airfield. The purpose of the second radio station has not been determined.

8.  Comment. For location of earth bunkers, see Annex 1. As these bunkers are located in the vicinity of the target range, they are believed to be ammunition bunkers.

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